escelty in Purs-Queer Costume for Bridesmalde-The "Figaro" Waist, Etc.

YORK, Sept. 25, 1886. New York, Sept. 25, 1886.

A dainty bodice for evening wear is pale-green faille, profusely trimmed ith lace. The collar is straight and latted, the plaits matching those of wide plaited lace plastron, which felded under a border of the lace, seconding to the right side, where a rege knot of dark-green satin ribbon fastened. Angel alceves of lace are orn, falling locely around the arm as below the elbow and trimmed ith satin ribbon bows. The bodice peinted in front, and bordered deeply round the bottom with lace.

gether in the foundation skirt, in order to form the drapery properly, is a far better one than that of using heavy mate of hair, or large separate bustles. One of its advantages is that the skirt can be put on, and the over-drapery right over it, without the extra trouble of adjusting a separate bustle. Many of adjusting a separate bustle. Many ledies use but three steels for this purpose, and the skirt hangs more gracefully than it does over a bustle, which is always liable to become disarranged. A RECEPTION TOILET.

A reception toilets in pink flowered French delaine, of fine quality and trimmed with lace. The overskirt divides in front over the lower one, and is bordered with plain-tream lace, with an inner edging of embroidery, laid upon the delaine. The lower skirt is also bordered with lace, but has the lace, but has the lace, but has the lace, but has the lace of the lower skirt is also bordered with lace, but has the lace of the embroidery laid in strips across it all the way up. The bodice is made with a sort of chemisette effect, and with rea sort of chemisette effect, and with re-vers of gamet velvet, which join below, to form a plastron. The sleeves reach just to the elbow, and have a plain bor-der of embroidery.

Plain-stitched black-kid gloves will

be popular for most occasions this fall.

They are very long, and in mousquetaire shape. Suede and the various
lighter shades of undressed kid will be principally in favor for evening wear. The new gloves in pearl, bisquit, and atraw shades, stitched with black, are

is chosen to agree with the complexion

of the wearer. For evening wear open-work or embroidered insteps on silk stockings are much liked. With the exception of garnet, red shades are not much worn. Black and dark brown, ogether with a bewildering variety of ncy stockings, are perhaps the most in use. One can pay any price for a pair of fine silk fancy hose, from five up to twenty dollars, without any trou-ble. The best underwear, from a hygienic standpoint, is made with some preportion of undyed wool in it, as the dyes used are generally injurious to the skin, and the all-wool garments convey a disagreeable sensation. Very expen sive undergarments are made in deli-cate-colored surahs.

SCARCITY IN FURS.

A large fire in a London warehouse recently destroyed some of the finest Alaskan furs which have been produced this year. All Alaskan seal-skins are sent to England for treatment and made up in this country, and hence a very large part of the year's yield was stored in these buildings. Their destruction will produce a scarcity of the finest skins during the coming sea-

plush; flowers, loops of ribbon, or os-trich-feathers are the garniture. Small sprigs of dark-colored cherries, bunches of currants, and sprays of blackberries are also frequently seen on fall hats

NOVELTY FOR BRIDESMAIDS. At a recent wedding which took place in the country the bride was attired in the customary white satin toilet, made en train, and delicately garnished with orange-blossoms. The five bridesmaids (who were really very pretty girls) wore costumes of white foulard, brocaded with tiny flowers. The bodices were pointed sharply in front, and were made with lace chemisettes, with wide surplice revers, misettes, with wide surplice revers, which were also of lace. Large Gains-borough hats with white ostrich-plumes

as garnishment, and trimmed with gar-net plush, were worn.

A new English material which is rapidly coming into favor here is called Vicuna cloth. It is a fine-twilled woollen material, and will be exten sively used for tailor-made suits during the autumn and winter. Cigar-brown, heliotrope, and prune are favorite shades, and the trimmings will be vel-

vet, plain black braid, or fur.

Cream, ecru, black, and white laces are all in favor for the garnishment of many different models, being used in combination with fuille Française, velvet, rhadames, and surahs, as well as India silks.

THE "FIGARO" WAIST. One of the prettiest and oddest waists of the year, which is sure to find favor with all young ladies, is the "Figaro." It consists of a Russian blouse of It consists of a Russian blouse of creamy surah, which is tucked and gathered under at the waist. The aleaves are also tucked and gathered at the wrists. The jacket is made in rich dark-blue velvet. It is a very airy affair, passing over the shoulders and being carried right back beneath the arms, 15 mg in short folds over the hips. The collar is aurrounded with a rim of large beads, and the arm-holes in the jacket are similarly ornamented. Any full-draped skirt may be worn with this waist. The blouse may also be made

in striped silk. A very natty jacket to be used for these early autumn days is termed the "coachman's coat." It is very useful for general occasions when a mantle is cost, fitting snugly and comfortably to the form, and extending pretty well over the hips. They are made in all the plain dark colors, and are decidedly bears and are decidedly bears and are decidedly bears and are decidedly bears.

the plain dark colors, and are decidedly dressy, as well as agreeable in this chilly weather.

Tinsel is considerably used in the rich goods for fall and winter wear. It will be remembered that an attempt was made several years since to introduce goods flecked with tinsel for gentlemen's wear which failed. Perhaps the fair sex will take more kindly to it. Madras lace curtains, tinsel shot, are, at any rate, decidedly in favor.

For Their Personal Com (Pall-Mail Gazette.)

Paris is trying an experiment which has long ago been found to answer in Italy. On one of the boulevards a new establishment has been opened for the personal comfort of Parisians. You can wesh your hands, have your clothes brushed, your boots cleaned. You can write your letters; namer, pans, ink. write your boots cleaned. Tou can write your letters; paper, pens, ink, dea, are at your disposal. In one room are all the newspapers, not merely of Paris and the provinces, but of all the great centinental capitals. A third room is devoted to works of re-

phone- and a post-office, and all this is open to any passer-by who pays half a franc admission. The Italian idea did not ge quite so far, but in some respects it was more useful. It was not a private speculation, but a Government concern. In fact, it was part of the working of the postal system of the country. You paid a penny entrance-fee, and found all the means of writing and all the information you might need to hand. You buy paper at/cost price, and have the use of writing materials gratuitously. The French institution is a speculation, and if the building just opened on the Boulevard Montmartre succeeds, no doubt we shall see others established all over the capital. all over the capitak

The striking heroic-sized oil-portrait of the celebrated orator and statesman william Fitt, Earl of Chatdam, the able champion of the constitutional rights of the British colonies in Ameri-ca, displayed on the wall of the House of Delegates in our State Capitol, has, of Delegates in our State Capitol, has, in the apprehension of most visitors there, hung for an indefinite period in its present place, but few of them, it may be affirmed, possessing any definite information as to its origin, whence it came, or why placed where it is. The object of the present communication is to satisfy as far as may be this natural

curiosity.

Toward this purpose a condensation is first made from an article in the Virginia Historical Register, Vol. I., pp. 68-76, which includes a portion of the original correspondence regarding the portrait.

From a letter of Edmund Jenings, (the second of the name in Virginia, it may be presumed.) to Richard Henry Lee, in Virginia, dated London, November 10, 1767, it appears that the "gen-tlemen of Westmoreland county," having subscribed to the cost of a portrait of Lord Camden, requested the agency of Jenings in securing the requisite sitting of Lord Camden. The artist engaged was the celebrated Ben- [of] their duty to their King and themjamin West. Jenings writes: "Immediately on my return to England from a tour on the continent, I waited on Lord Camden, presented your letter to him, and was received in the most obliging manner. He told me he thought himself much honored by the approbation of the gentlemen of the county of Westmoreland, and gave me in command to return them his most respectful thanks, which I beg to do through your means in the most particular and acceptable manner."

The fate of this portrait, if ever

painted, seems to be unknown. Jenings n another letter to Lee, dated November, 1768, states that, owing to the offi-cial preoccupation of Lord Camden, Mr. West had not then secured a are erected about on the spot where sitting. The commission, however, entrusted Jenings may be assumed to have instigated the painting of the por-trait of Lord Chatham. Jenings Liberty of the British People. The writes: "But as the bonest cause of America hath been supported with true liberality by that great man, Lord Chatham, I could wish that his merits were not forgot, and therefore take the liberty of send-ing you by Captain Johnston his portrait, which, if you think it worthy of the acceptance of the gentleman of Westmoreland, I beg you will offer them in my name. It was executed by Mr. Peele, of Maryland, who was recommended to me by several friends in that Province as a young man of merit and modesty. I have found him so, and heartily wish he may meet with every encouragement on his return to America, which I believe will be soon, he having made a great actual profi-ciency and laid the grounds, I hope, of Straw hats will be worn until the perfection in his art." Here it may bead of Lord Chatham is done from an cold weather. They are in dark brown, be remarked that it would be of intedark blue, Lincoln gray, and black, and rest to investigate the after-career of portraits of the colonial period extant set up at "Stratford Hall," then the in Virginia and precious heirlooms in prominent painted by him. Certainly a majority of these portraits, by internal evidence, and the known fact that those they portray were never out of Virginia. must have been painted in the colony. but, being without name or signature of the painter, the name of not a single native artist or portrait-painter has been transmitted. It is an interesting subject of inquiry, and claims the attention of all who may be in the pos-session of facts in elucidation of it. Returning to the portrait of Lord Chatham: It is thus noticed in the Vir-

ginia Gazette of April 20, 1769 : "A fine painting of the Right Hon, the Earl of Chatham, subscried for [an error, as has been observed] by the Gentlemen of Westmoreland, is just arrived, to be put up in the court-house of that county. It is the performance of one Mr. Peele, a young Marylander, (to whom his Lordship sat for his picture,) who, some years ago, was bound apprentice to a saddler in Annapolis; but, discovering a very great genius for painting, he was sent to England by the contribution of some Gentlemen to be instructed in that art. The piece is original, though little resembling the His countenance appears full of fire and expression, and he looks as if he was waiting for an answer to some forcible argument he had just used, being represented in the habit of a Roman orator speaking in the forum. His right hand is extended naked to the elbow, his left hanging down, and holding Magna Charta. Close by him stands an altar, supported by the busts of Sidney and Hampden, with the flame sacred to Lib-Hampden, with the flame sacred to Liberty burning bright on it; and on one side a garland wreathed over the head of Hampden. On the background the palace of Whitehall and the window where Charles I. was brought out to be beheaded are discovered, and somewhat near the statue of Britannia, with the cap of Liberty, treading upon the Congress at New York, the American advances. Ac."

The considerate gift recently to the Virginia Historical Society by General R. L. T. Beale, The Hague, Westmoreland county, of two original relevant documents, offers correction of error in the above description, and is further explanatory of the design of the artist. The letter is presumed to have been addressed to Richard Henry

ton a picture, which I hope will be re-ceived by you, but as I have had several hints that my warmth for the true in-terest of Great Britain hurries me too far, I must beg that you would be careful of the explanation of it, which was sent for your perusal only, as it is generally believed that the letters which lately arrived from New England were examined before they were delivered. You cannot be too careful of what you "I am, dear sir, yours most sincerely,

" London, November 15, 1768."

"There can be hardly a doubt of the "There can be hardly a doubt of the Design of the Picture of Lord Chatham, being sufficiently Marked, but least it should not appear quite obvious to every one, it may not be improper to hint somewhat one might imagine the Painter of it meant to express. The principal Figure is that of Lord Chatham in a Consular Habit, speaking in Defence of the Liberties of the American Colonies on the Principles of the British

at New York—it has been thought not quite proper to represent Liberty as guilty of an action so Contrary to her genuine Spirit—which Conducting itself with strict Propriety, ought not to Violate or treat with Contempt the Rights of any one, and that therefore the Figure of Tyranny, expressing strongly on her Countenance Haughtiness and Fear, ought to have been substituted in the Room of that of Liberty. There is something in the objection, perhaps however the Artist meant to allude to the Observation which has been made by Historians and political writers, to the disgrace of Humanity, that the States which Enjoy the highest Degree of Liberty are apt to be Oppressive of those who are in subjection to them. Montaigne, speaking of Rome and the Government of the Roman Provinces, says: 'La Liberte stoit dans la Centre, et la Tyrannic aux extremities'; and in et la Tyrannie aux extremitis'; and in another place: 'La Ville ne sentoit point la Tyrannie, qui n' exercoit que sur les Nations a pujitties.' But the Fact was, and the Plain fact is, sufficient Fact was, and the Plain fact is, sufficient for the purpose of the Artist—that the Petition of the Congress at New York was rejected by the House of Commons, the Guardians of British Liberty. An Indian is placed on the Pedestal in an erect Posture, with his Bow in his Hand and his Dog by his Side, to show the natural Faithfulness and poble firmness of America. It was noble firmness of America. It was advis'd by some to have had the Indian drawn in a dejected and melan-cholly posture, and, indeed, considering the apparent weakness of the Colonies and the undoubted power of Great Britain, it might not have been very improper to have been done so, but, in truth, the Americans being well founded in their principles, and anima-ted with a sacred love for their country, have never desponded. An Altar with a Flame is placed in the Fore Ground to show that the Cause of Libselves, but a God. It is decorated with the heads of Sydney and Hampden, who spoke, wrote, and died in support of the Principles of Liberty, for as the Inscription on the Banner placed between them expresses it :

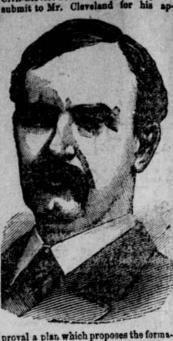
Sunctus amor Patriae dat Animum.
"A Crore [sic] Crown is plac'd on the altar as a dedication to that man who preserved his fellow-Citizens and Subects from Destruction. The Building of Whitehall is introduced in the background, not merely as an Elegant piece of Architecture, but as it was the place where Charles the First suffered for attempting to invade the Rights of these Kingdoms, and it is observable That that great Sacrifice was made, through sad Necessity, to the Honor, Happi-Liberty of the British People. The Petition of the Congress at New York and the Representation of Whitehall point out the Time and almost the Place where the Speech was delivered. The Highest Honor would have been conferred on the Americans if Lord Chatham had condescended to sit for his Portrait; but as the Calumny of Party hath, with too much Success given a Malicious Turn to all the meritorious and patriotic Actions of that Great Man in order to Vilify and prejudice Him in the good opinion of his Sovereign and fellow-subjects, the Americans could not presume at this Juncture to apply to his Lord ship for that Favor. However their Chief Object will be Answered in this Work if it Manifests in the least their Gratitude to his Lordship." mansion of Richard Henry Lee, where it remained for many years, until, on the erection of a new court-house, about 1825, it was lodged in that building, where it remained some time in December, 1847, when by resolution of the County Court the portrait was transferred to the State of Virginia for due preservation, in consonance with a proposi tion which had been made by the joint Library Committee of the General As-sembly, (Benj. W. S. Cabell, chairman of committee of the Senate, and Joseph C. Cabell, chairman of committee of the House of Delegates,) as long before as March 4, 1833. It was placed in the ball of the House of Delegates because there was no eligible place for

it in the library-room. R. A. BROCK. Richmond, Va., September 23, 1886.

Ante-Bellum Life in Washington Ben. Perley Foore, in the Boston Budge Congressmen and other officials nowadays do not hesitate to accept invitations all winter, eating other people's delicacies and drinking their wine, but never offering any hospitality in return. It did not used to be so, and can remember when Mr. Buchanan, gow paper states that Scotch granite is then Secretary of State under Presi prints we have seen of that Nobleman. | dent Polk, hired Carusi's saloon and gave a handsome entertainment in payment of courtesies received. Thirteen hundred cards of invitation sheep husbandry states that the wool issued, and at least a thousand persons were present. Mrs. taken from Adelaide to San Fran-Marcy, of New York, whose husband was Secretary of War, aided Mr. Buchanan in receiving the guests, and Mr. George Bancroft, then Secretary of the Navy, seemed to be as old as he looks to-day. Prominent among the ladies, on an ele-vated platform at the end of the hall, were Mrs. Madison, the widow of a framer of the Constitution and an ex-President, and the venerable widow of Alexander Hamilton, then upward of eighty-eight years, who talked sensibly about her husband, although her memory of contemperaneous persons and events had ceased altogether. Daniel Webster was accompanied by his wife and Mrs. Jandon, of New York. William H. Seward (who had come to Washington to argue a planing-mill patent be-fore the Supreme Court) promenaded with Mrs. John Adams, the widowed daughter-in-law of John Quincy Adams, and the old Baron Bodisco's young Georgetown wife wore a set of diamonds that excited the envy of her sex. Years come President, another Democrat-Senator Gwinn, of California-gave a fancy-dress ball at his residence, at the corner of I and Nineteenth streets, now occupied by Senator Philetus Sawyer. Nearly every one who figured in the great drama of secession was there, and there were some in fancy costumes who not very long afterward were the blue or the gray and filled soldiers' graves. Barton Key, that gallant gent was present, wearing a scarlet English hunting coat, with buckskin breeches and top boots, while Mrs. Dan. Sickles, who was then loring him to destruc tion, wore the scarlet cloak of Little Red Riding Hood. It is not true that there is more dissipation nowadays at Washington than there was then, and there is certainly less intrigue, less gambling, and less intoxication, with fewer duels and street-fights.

The Japanese, as a race, wear the largest hats, but it is universally acknowledged that the Ebglish have the biggest heads.—Lowell Citizen.

aus of Panama by boat, transportaus of Panama by boat, transportad across the Isthmus by rail,
reshipped to New York, forwarded to
Buffalo by canal-boat, and there sent to
Milwankee and Chicago on vessels.
The entire cost of transportation was
forty-eight cents per one hundred
pounds, which was about forty per William II. Webster, Sew Chief Ex. forty-eight cents per one hundred pounds, which was about forty per cent. less than the railway rates before the recent reduction. During consider-ble part of last summer it cost less to ride from Chicago to San Francisco than to go half way across the State of California. During the same period persons living one hundred miles west or north of Chicago and wishing to visit St. Paul paid their fare to this city, bought tickets to the capital of Minnegota, and rode back over the road on which they came. Civil-Service Commissioners shortly will submit to Mr. Cleveland for his ap-



tion of Boards of Promotion in each De-partment in Washington, to be assisted by an auxiliary number from each bureau, to whom applications and candidates for promotion are to be pre-sented. Applicants are to be subjected to practical examinations, and are to be rated and marked after examination and certified for promotion four at a time, just as candidates who are successful in the primary examinations before the Commission. The heads of bureaus or divisions are to have the privilege of marking the papers of candidates as to efficiency. The proposition will be made to have a board of one member from each Department to be constantly employed in marking papers, some of which a year old and not yet marked up, are in the office of the commission-ers. It is in contemplation to have this proposed board mark all papers, not only for the Department, but for the customs and postal service, so as to insure perfect impartiality by having them judged by absolute strangers and persons who will soon become experts in discriminating between papers. The chief exam-iner under the commission must, iner under the commission must, as a matter of course, be a man of broad culture, capable of framing suitable questions for candidates for office. and to correct on appeal possibly mistaken or unjust marking made by sub-ordinate examiners. Mr. Webster's superior qualifications in these respects and others of inferior importance' to them, are reasons given for his appointment, notwithstanding the fact that he was a Republican when President Cleveland gave him his present posi-

at Burlington, Ct., January 24, 1839. He was graduated B. A. at Trinity College, Hartford, as a member of the class of 1862. Two years later he received the degree of M. A. at the same institution. In 1871 he was graduated from Columbian College, Washington, D. C., where he had studied law.

Shortly after leaving Trinity College in June, 1862, he was commissioned second lieutenant in a regiment of Connecticut volunteers, from which he was discharged on account of physical disability in April of the next year when his rank was that of first lieutenant. During eight months of the year 1863 he was employed in the office of the provost marshal, First district of Uor necticut. He was appointed second lieutenant, Volunteer Reserve corps, in January, 1864. When mustered out in November, 1868, he was first lieutenant in the Volunteer Reserve the war Lieutenant Webster was on duty in Louisiana, where he had charge of different sub-districts of the Freedman's Bureau. From June, 1869, to the time of his present appointment, he held office in the Pension-Office at Washington. Beginning with a clerk-ship at that date, his responsibilities were enlarged from time to time, and his "record" shows him to have been chief of division of the Pension-Office, for nine years as chief of the old war and navy division. Mr. Webster was one of the compilers of the Digest of Pension Laws, Decisions, etc., issued

Curiosities of Transportation. [Chicago Times.] A foreign commercial paper is authority for the statement that a steamship company has paid during the past summer two cents per bushel for privilege of carrying wheat in bags from Baltimore to Liverpool. A Glasnow sent from that city to London by the way of New York. It is presumed that both the wheat and granite are used as ballast. A paper devoted to raised in Southern Australia was cisco, by steamer, carried to New York by rail, reshipped, and laid down in London fer a less sum than wool was carried from New Mexico to Philadelphia. The sheep-raisers of for sending their wool to eastern markets, paid the local rates on it from Ogden to San Francisco, and then sent it to New York. By having it in San Francisco they were able to take advantage of the rates made in order to secure the transportation of wool produced in Australia and New Zealand. The Vermont butter-makers complain that they are being ruined by the chesp rates made by railway companies to secure the carrying of Iowa dairy products. They state that butter is carried from Des Moines to Boston cheaper than from Montpelier to Boston. At a recent meeting of the Northwestern Dairymen's Association the proprietor of a Wisconsin cheese-factory stated that he could send his products to Liverpool by the way of Quebec cheaper than he could get them transported to St. Paul. It is reported Columbia river is carried to England for half the sum demanded for taking it to the eastern portion of the State of Oregon. Farmers living less than a hun-dred miles east of London complain that it costs more to send their wheat that it costs more to send their wheat to that city than it does to send it to America. An adage that has lived through the centuries, probably on account of its apparent absurdity, informs us that "the longest way round is the nearest way home." If the longest way is not the nearest one, it may be, and often is, the cheepest one. During the past season Chicago and Milwaukee browers have been using large quantities of barhave been using large quantities of bar-ley raised in California and Utah. With two railroads having no very

The most important are: 1. From very many observations made in mines, 'it is discovered that there is increase of temperature from surface downward.....sufficien This is true; but with the increase of temperature as we go downward is also found an equal increase of pressure o the superincumbent masses of rocks, and it is a well known law in physics that the fusing point of all matter is raised by pressure. By increasing the pressure to a high degree above that of the atmosphere water has been heated the atmosphere water has been heated red-hot and rocks have been raised to a temperature far above their fusing point without changing their solid state. So in accordance with this law of nature it would seem impossible to find a point, no matter how far below the earth's surface, where the rocks were in a state

IS THE EARTH SOLID TO THE CES-

Some Arguments Against the Theory that It is in a Somewhat

problem-the fluidity of the earth's in-

terior. The writer states : "The rea-

sons for believing that the interior is in a somewhat fluid condition are various.

To the Editor of the Tribune : Sir,-I started to read with much interest the article in your paper entitled,

of fusion. So the earth must of neces-sity be solid to the centre, of an enormously high temperature—the higher the further we get below the surface—but still solid. Again the writer cites: "2. By certain geological agencies certain rocks from below are brought to the surface in mountain building, and these rocks show evi-dence of having been greatly heated and even of having been melted.' Greatly heated they certainly were while still in their original bed, but not melted until their fusing point was lowered by a relief of pressure, and then, as some of the matter flashes into gas the whole molten mass is belched forth through some volcanic vent or fissure, as he speaks of in No. 3. This relief of pressure of superheated matter, with the results that are of imme diale consequence, constitute the phenomenon of volcanic cruption. Were the rocks always in a molten condition it would be hard to assign a cause for the sudden and violent outbursts to which many volcanoes (notably Vesuvius) are subject at long intervals. Volcanoes notably occur along lines of weakness in the earth's crust, where pressure has been lessened. If volcanoes be merely vents of an interna molten sea, why should they almost always occur in definite regions of the earth's surface? And why should they not be of almost constant occurrence in all vents? In fact, astronomers tell us

within the moon would cause, by a tidal influence, a welling forth of lava as regularly as it causes high tide on Astronomers also assure us that, in all its astronomical relations, the earth acts like a sphere as rigid as one of glass. Again: If issuing from a commo source the products of volcanic eruption would be more or less alike the world over. But even in closly-adjoining volcanic districts the rocks are often totally different, as is the case in some of the old volcanic rocks in Central Europe, showing a totally different origin. The outcome of all these facts would

that were there a general molten mass

clearly seem to point to the earth's being a sphere, at an enormous temperature within, but still solid to the centre because of the equally enormous pressure of the superincum bent masses. A relief of this pressure along lines of weakness would cause the melting of rocks at certain points, and the ejecting of this molten matter from these local pockets at the time of relief of pressure. I write the above

more in the form of a query than a positive statement. WILLIAM L.R. The Catskills, Sept. 8, 1886.

Steeping With the Head Low. [Medical Record.] Few persons, we suppose, sleep with out a pillow or a rest of some sort t elevate the head a little above the level of the body, and very few, if any, would think of habitually going to rest with the feet raised higher than the head. Yet, if we are to believe a writer of an article in Pfloger's Archie. Nos. 7 and 8, 1886, the latter is the only rational and proper position during only fational and proper position during sleep. Dr. Meuli-Hilly is the advocate of this plan. He was engaged in studying the physiological effects of such a reversal of the normal position of the body, and found, among other results, that the circumference of the neck was increased nearly two inches by reason, chiefly, of a swelling of the thyroid gland. fell asleep while in this position and occupied in his studies, and found that he always awoke earlier in the morning, felt greatly refreshed, and was ca pable of much better work during the day than after a night's rest taken in the usual way. He has now slept with his feet higher than head for the past four years, and his experience leads him to commend the method most highly. He says in this way the brain received a more plentiful blood-supply, and is consequently better nourished, while there is no danger of so much blood passing to the cerebral structure as to cause congestion. This danger is ob-viated by the enlargement of the thyroid gland, which holds back a certain portion of the blood in its dilated vessels, and which also acts as a regulator of the cerebral circulations by exerting pressure upon the carotids, and thus diminishing their calibre. Another advantage which Dr Meuli-Hilty claims for his method is that it is prophylactic against pulmo-nary phthisis. The apices of the lungs being dependent, receive a more plenti-ful blood supply, and are thus rendered stronger and less liable to become the point of origin of tubercular disease. The writer's assertions may be correct, and his method may, as he claims, be the only rational one, but it is likely to be a long time before he can induce mankind to regard pillows as a useless and barmful part of the bed furniture.

large amount of freight to transport, it would be reasonable to suppose that it would be brought by cars. But a very large proportion of it has been brought by water. It was taken brought by water. It was taken them away.—New Orleans Picaguae.

[Pittaburgh Commercial-Gazette.]

"I shudder yet when I think about it," were the werds which prefaced the remarkable story related to a Commercial-Gazette reporter yesterday by Mr. William Bentley, of 910 Duquesne way. This gentleman is one of the few surviving European officers who witnessed the blood-curdling terrors of the Sepoy mutiny in India in 1857 and 1858. "I was a lieutenant attached to the corns of engineers in the to the corps of engineers in the Bengal army," he continued. "We were stationed at Meerut. It was the 10th of May, 1857 that the was the 10th of May, 1857 that the uprising of the Sepoys occurred there. That was Sunday evening. I saddled my horse to go and see a friend who was an officereof one of the native regiments of the infantry. The Sepoys in this regiment belonged to the disaffected troops, but were not suspected. Of course I had no suspicion. I had just arrived at my friend's bungalow when the natives broke open the stores of arms and began the slaughter of officers, who had just arrived from their quarters. "Each was killed on sight. One whom "The Earthquake Theory," but soon was disappointed to find that what L had been taught to regard as an exploded theory was taken as the fundamental data in the solution of the

Lord Mayor of London. My friend told me to look sharp and save my life. I at once galloped off. The natives, however, saw me and gave chase, but I escaped with only a bullet in my leg. I took refuge with the officers the Sixth carbineer regiment, and when they turned out on parade shortly afterward I was requested to stay in their lines. I stayed there all night. The massacre of the offi-cers and their ladies continued throughout the night, and the scenes amo the killed and wounded were frightful beyond description. For instance, on the stage of the Theatre at Meerut I counted thirty-six corpses. The fol-lowing morning I returned to my regu-lar quarters. All the dead were brought on artillery wagons. At this time the Bengal army consisted of 22,698 Europeans and 118,663 natives. "Those were nothing in comparison with the scenes at Cawnpore-awful scenes, which at this long distance of time I am quite unable to wholly banish from my mind when it reverts to that country and time. It was here that by orders of Nana Sahib Brigadier-General Wheeler and his brave sol-

"Children's brains were dashed out against the walls of buildings. When reached Cawnpore the well was guarded and railed in. On the walls of buildings we saw signs of fearful slaughter. There were tatters of clothing, clumps of hair clotted thick with blood, while the 'slaughter-house' was smeared with blood and flesh. Thirty pairs of feet were found in one place. The two days of the massacre; out of 900 Europeans of the massacre; out of 900 Europeans at least two thirds were butchered, and the street of the massacre; out of 900 Europeans at least two thirds were butchered, and the street of the massacre; out of 900 Europeans at least two thirds were butchered, and the street of the massacre; out of 900 Europeans at least two thirds were butchered, and the street of the massacre; out of 900 Europeans at least two thirds were butchered, and the street of the massacre; out of 900 Europeans at least two thirds were butchered, and the street of the massacre; out of 900 Europeans at least two thirds were butchered, and the street of the massacre; out of 900 Europeans at least two thirds were butchered, and the street of the massacre; out of 900 Europeans at least two thirds were butchered, and the street of the street in September 200 more were massacred

ketry.

"At the siege and capture of Delhi I was present and formed one of the party to blow open the Cashmere Gate, when Lieutenant Howe, Sergeant Carmichael, and two others were killed. I assisted to carry out of the ditch where he fell mortally wounded the brave and good John Nicholson under a heavy fire from the walls and bastions of the

employed on the engineers' staff, and, with Lieutenants Donald McNeill and Vincent Eyre, of the artillery, I discovered and rescued two of our ladies from the custody of one of the rebels, who had them closely confined in a very small room. In the Robilcand campaign and battle and capture of Bareilly, where we fought under Clyde from 5 A. M. till sunset, we lost more brave men by sunstrokes than by casualties. After the action the men bivouacked on the field and sank exhausted. Many were found to have fallen asleep in the very act of raising the food provided for them to their mouths. Scores and hundreds were found dead in the morn-

Mr. Bentley, who is a professional

body is as strong as his appetite."
This explains why a tramp can eat a bigger pile of vituals in a day than he can saw wood .- Norristown Herald.



POWDER Absolutely Pure.

now lying in the harbor of Norfolk. This schooner is well built of the best timber, and it suitable for trade on the rivers in I salern Virgins and on the Chesspeake tay. Her capacity is about three thousand busbels of grain. Site is also suitable for shipping lumber. She may be seen near the firstley Flats.

Apply to

JOHN T. GRIFFIN. This powder never varies. A marvel of perity strength, and wholesomeness. More recomment than the ordinery kinds, and sannot be sold in competition with the multiple of low-test short-weight, along ordinenhate powders. Add only is caus, bety all BAKING-POWDER COMPANY, 106 Wall street. New York. no 20-dawly

SCHEDULE IN EFFECT SEPT., 10, 1886. TWO DAILY TRAINS TO NORFOLK. TWO DAILY TRAINS TO LYNCHBURG. LEAVE RICHMOND

11:30 A.M. Daily, via Richmond and Petersburg 19:30 P. M. clary; are rive at Potersburg 19:30 P. M.; leave Petersburg 19:30 P. M.; leave Petersburg 19:30 P. M. clary; arrive at Norfolk 3:10 P.M.

11:80 A. M. Daily, via Richmond and Petersburg 19:30 P. M. M.

11:80 A. M. Daily, via Richmond and Petersburg 19:30 P. M. No. 3 leaves Petersburg 19:30 P. M. No. 5 leaves Petersburg 19:40 P. M. Sanoke, Bristol, Knoxville, and all points south and west.

6:30 P. M. Daily, except Sunday, via Richmond and Petersburg 7:15 P. M.; deaves Petersburg 7:15 P. M. daily, arriving Norfolk 10 P. M. Through ear Richmond to Norfolk.

6:30 P. M. Daily, except Sunday, via Richmond and Petersburg 7:15 P. M., connecting with train No. 1, leaving Petersburg 7:15 P. M., connecting with train No. 1, leaving Petersburg 15 P. M., connecting with train No. 1, leaving Petersburg 15 P. M., connecting with train No. 1, leaving Petersburg 15 P. M., connecting with train No. 1, leaving Petersburg at 8:30 P. M., for Farmville, Lyachburg, Roanoke, Bristol, Knoxville, Chattanooga, and all points south and west.

PULLMAN SLEEPING-CAR ACCOMMO DATIONS.

No. 1—Sleeping-car from Petersburg to Eristol without change, No. 3—Roanoke to Atlanta, Montgomery, and New Orleans, without change, Tickets, baggage cheeks, and all information can be obtained at Richmond and Petersburg railroad depot and at A. W. Garbers Pers 10:00 Mainstreet, W. B. SEVILL, General Passenger and Ticket Agent, Charles G. Eddy, Vice, President, Charles G. Eddy, M. Charles G. Eddy, Vice, President, Charles G. Eddy, Vice, President, Ch

I spoke with a few moments before was Colonel Finnis, the brother of the then

COMMENCING TUESDAY, SEPTEMBER
14TE, the steamer NORWOOD, Captain
GEORGE H. GIFFORD, will make THREE
TRIPS PER WEEK between Richmond
and Claremont, stopping at all intermediate landings.
Leaves Richmond on TUESDAYS,
THURSDAYS, and SATURDAYS at 10 A.
Reterring, leaves Claremont, MON. diers were slaughtered in trenches and fired upon by masked batteries. The Nana put to death all the women found M. Returning, leaves Claremont MON-DAYS, WEDNESDAYS, and FRIDAYS at 7 A. M. Freight carefully handled and carried at reasonable rates. No Richmond wharfage charged. Passenger accommodations first class, and rates low. in the town after cutting their feet off and subjecting them to other outrages. " Miss Wheeler, the lovely daughter of the General, rather than submit to rates low.
On the up trips passengers will be landed in Richmond during business hours, se 10 F. S. BAKER, Manager. the gross violence, leaped into a deep well. The Nana at once seized upon this horrible idea, and as fast as the European ladies were massacred their bodies were flung into this well. At the edge of this famous ' Well of Cawnpore' I stood within a week after it was filled with its human contents. Appointed sailing days: Every TUESDAY and FRIDAY at 12 M., and every SUNDAY at 5 A. M.
Freight for Tuesdays' and Fridaya' steamers received tall 11:30 A. M.; for Sundaya' steamer till 5 P. M. Saturday. Freight received daily till 5 P. M.
Fare, 86.
For further information apply to
J. W. McJARRICK.
General Southern Agent, Office Rocketts.
W. P. CLYDE A CO.,
so 17 General Agents, Philadelphia. The stench arising from it was something that is sickening even to think of now. Over that site now rises one of the most magnificent pieces of architecture to be seen in all India. It is a fine octagen marble building around the well, without a roof, and enclosing an elaborate tomb. It is near the theatre and close to the bank of the VIRGINIA STEAMBOAT,
COMPANYS
FOR CLD POINT, NORFOLK, NEWPORT
NEWS, CLAREMONT, AND
JAMES-RIVER LANDING-DIRETT,
AND ONLY DIRECT ROUTE WITHOUT
TRANSFER OR CHANGE OF
ANY KIND, finest canal in the world, the Ganges, Memorial-gardens have also been laid out around the scene of the massacre and a beautiful church erected.

4 In the fearful retribution which followed I saw the mutineers strapped to the mouths of cannon and blown to pieces; others were hanged anywhere; scores of them were beheaded, and others shot down with volleys of mus-

the mutiny he was one of the best men at our mess; after the rebellion he escaped, and we had several chases aitel him. It was thought that he was hidden in the Nepaul hills, and I have good reason to believe that he died in the

arriving at Old Foilt at 4:30 P. M. Said Nor-folk at 5:30 P. M. Returning, the steamer leaves Norfolk, Old Poilt, and Newport News on alternate days, arriving at Eich-mond about 4:30 P. M.

Through the Rets to above named points on sale on steamer and at Garber's Agency, 1000 Msin street. Baggage checked through. STATE-EOOMS ENGAGED FOR DAY OR NIGHT. FREIGHT. "At the capture of Lucknow I was

FREIGHT.

Freight received daily for Norfolk, Portsmouth, Smithfield, Hampton, Old Point, Waverly, and Hicksford, Va.; Washington, D. C.; Newbern, Washington, and Tarboro', N. C.; all stations on Atlantic and Daiville railroad, Sesboard and Roanoke railroad, Norfolk Southern railroad, and Eastern North Carolina generally; also for Eastern Shore of Virginia and all regular lardings on the Janese and Rapochamneck rivers, at LOWEST RATES, and through bills isaued.

L. B. TATUM, Superintendent.

se 18 No. 1109 Main street and Elecketts. OLD DOMINION STEAM- 1838 SHIP COMPANY. FOR NEW YORK. Stemmers leave Richmond EVERY THE 4-DAY and FRIDAY at 3 P. M., and SATCH-DAY at 6 F. M.

Stemmers leave New York for Richmond for Norfolk, EVERY TUESDAY and SATCH-DRDAY BASP, M., and for Richmond direct EVERY THU-SBDAY at 5 P. M.

Passenger accommodations unsurpassed labin fare to New York via James-river route (including mesis and berth).

\$ 9.00 Round-trip tickets limited to thirty berth).

Round-trip tickets limited to thirty days after date of issue.

Steerage, with substatence.

Steerage, without substatence.

Cabin fare via Chesapeake and Ohio railroad.

Cabin fare via Chesapeake and Ohio

translator of foreign languages at present, possesses a British civil-service medal, with clasps, for his services in India in 1857.

A physiologist says that "no man's



BOOK AND JOB PRINTING SEATTLY DORK OF ALTHOUGH A

MATERCAD LINES. NORFOLK AND WESTERN RAIL-

LEAVE RICHMOND

ONLY TWELVE HOURS BETWEEN RICHMOND AND BALTIMORE IN EACH DIRECTION.

Correspondingly quick time to othe points. Through bills of indiag issued a low rates.

C. A. TAYLOR, Sel7 General Freight Agent.

DEPARTURE OF STEAMERS.

NEW JAMES-RIVER

STEAMBOAT LINE

BETWEEN RICHMOND AND CLARE

CHANGE OF BOUTE AND SAILING

DAYS.

DHILADELPHIA, RICH-

MOND AND NORFOLK

STEAMSHIP COMPANY.

CONNECTIONS:

At OLD POINT closely with the New York, Philadelphia, and Norfolk railroad for Philadelphia and New York and with lines for Washington, D. C. and nattimore: At NORFOLK for VIRGINIA BEACH (sure connection same afternoon) and all

southern points:
At NEWPORT NEWS for Smithfield,

ONLY ALL-WATER MOUTE

JAMES RIVER BY DAYLIGHT.

GREAT TOURIST ROUTE.
JAMESTOWN, DUTCH GAP, AND WAR

FIRST-CLASS MEALS.

Cabin fare via Richmond and Peters-

SAILINGS THIS WEEK.
WYANOKE Captain HELPHERS, FRIDAY, September 24th, at 3 F. M.
HREAKWATER. Captain JENNEY, SATURIDAY, September 25th, at 5 F. M.
OLD DOMINION, Captain SHITH, TUESDAY, September 25th at 3 F. M.
GEORGE W. ALLIEN & CO., Agents.,
So. 1301 Main Street and
se 23 Company's wharf, Rocketts.

FIRST-CLASS THREE-MASTEL

SCHOONER FOR SALE.

THE SCHOONER ANNIE WALLACE,

JOHN T. GRIFFIN. JOHN B. JENKINS. WILLIAM W. OLD. Tristee

PICHMOND, FREDERICKSBURG
PAND POTOMAC RAILHOAD,—Schedule commencine NOVEMBER 15, 1865.

castern standard time:

6:00 A. M. leaves Byrd-Street station daily; stops only at Ashland, Junction, Mifford, and Fredericksburg. Bleeper to Washington, Leaves Washington for New Yorka 11 A. M.

11:07 A. M. leaves Byrd-Street station daily, except Sanday, Leaves Washington for New York at 4:20 P. M., also by limited at 5:00 P. M. leaves Byrd-Street station daily. Bleeper from New York, 2:39 P. M. sarives at Byrd-Street station daily. Sleeper from New York, Milford, and Junction.

9:08 P. M., arrives at Byrd-Street station daily, except Sanday.

6 A. M. train connects at Fredericksburg, with Piedmont, Fredericksburg and Polomac railroad for Granga Courtholies.

ASHLAND TRAINS.

ASHLAND TRAINS.

ASHLAND TRAINS.
DAILY EXCEPT SUNDAYS.
4:00 P. M., a ccom modation, leaves
Broad-Street station; arrives
at Ashland at 5 ... M.
7:15 P. M., leaves Elba; arrives at Ashland
at 8 P. M.
7:50 A. M., arrives at Elba; leaves Ashland
at 6:43 A. M.
8:55 A. M., accommodation, arrives at
Broad-Street sation; leaves
Ashland at 8 A. M.
5:59 P. M., arrives at Elba; leaves Ashland
at 5:12 P. M.
C. A. TAYLOR. General Ticket Agent,
E. T. D. MYERS, General Superintendent.

DIEDMONT AIR-LINE. RICHMOND AND DANVILLE SYSTEM,

SCHEDULE IN EFFECT JULY 4, 1886. RICHMOND, FREDERICKSBURG, Train Leave Train Arrive THROUGH ALL-RAIL FAST-FREIGHT LINE TO AND FROM BALTIMORE, PHILADELPHIA, NEW YORK, AND EASTERN AND WESTERN CITIES.

50 \*8:20 P. M. 51 \*3:80 P. M. 52 \*2:00 A. M. 53 \*7:00 A. M. Bon-Air Accommodation leaves Sichmond 6 P. M.; arrives Richmond 8:41 A

SLEEPING-CAR SERVICE. SLEEPING-CAR SERVICES
On Trains 52 and 53 Sieeping-Carsare run
between Richmond and orseensboro. These
cars are open at 9 P. M. for passengers,
Sleeping-Cars are siso run on 52 and 53 3tween Danville and Monigomery, Greensboro, and Raleigh. On Trains No. 50 and
51 Sleeping-Cars are run between Danville
and Atlanta.

CONNECTIONS:

Train No. 52 connects at Greensboro for Raleigh. Goldsboro's, and Morehead City: at Salisbury for Asheville and all points in Wes ern North Carolina; at Charlotte with Charlotte, Columbia and Augusta milroal for Columbia, Augusta, Alken, Savannan, Charleston, and Florida; also, with Carolina Central radiroad for Wilmington, &c.
Train 52 has Pullman Buffet sleeping car from Danville to Augusta, making close connection for Charleston, Savannah, and Jacksonville.
Train So, 50 and 51 make close connection at Salisbury te and from Asheville and

Trains No. 50 and 51 make closs connection at Salisbury to and from Ashaville an all points on the Nestern North Carolin all realizable for the Salisbury to and from Ashaville an all points on North Carolin advision. Palling sleeper is run on these trains between the salisbury of the salisbury Fast train leaving at 4:45 ft. M. maxes no stops between Richmond and West Potot. Fare Richmond to Hallimore only St., frat-class; \$1,50 second class. \*Daily, 'thaily except Sunday, Thaily except Monday. Lepot and ticket office foot. Virgina street; up-town office, corner, Fonta and Main streets. JAMES 1, FAYSOM. Sol. HAAS Traffe Manager Agent. Sol. HAAS Traffe Manager. E. B. Thomas, General Manager, se 18

CHESAPEAKE AND ORIO ROUTE.

8:45 A. M. for Newport News Old Philate Comforts and Northic daily except Sunday, Polling Parint Corfors to Newport News and Old Philate Corfors to Newport News and Old Philate Carlo Corfors and Loval Mail to all points West, Philipse Carlo Ciffor Norge to Indianal Seville, Memphis, Vickas Carlo New Vickas & New Vic

change, except readity.

3:50 P. M. for Newport News the Point, and Norfolk except Souths.

4:00 P. M. Christiesville Associated tion, except Souths.

6:25 P. M. for Looky life, the manager, the except State with the case St. Looky Winghita South Christian Company of the Comp

West from M. Brand,
SUNDAY EXTURNION
to Newport News and Old Point, S.A. M.
ARRIVE IN BIGHNOND:
8:35 A. M. Charlottesville Accommodi-

11:15 A. M. from Norfelt, Old Point, and Newport News, except Sunday, 3:40 P. M. from local points and the Wast, except Sunday, 8:15 P. M. from Old Point, Newport News,

and Norfolk daily, except St days. 8:55 P. M. from Lonsville and that trail—Fast Express—daily. untl-Fust Express—dally.

SUNDAY EXCUESTON

from Oid Point and Newport News arrives
at 6:15 P. M.

CHEAPEST ROUTE.

RATES MUCH LESS THAN HALF
CHARGED BY ANY OTHER ROUTE. at 6:15 P. M.

Impot: Seventeenth and broad stream.
Tickets at 1000 Maln street and at the depot.

H. W. FULLER.
General Passenger Agenta
WILLIAMS C. WICKHAM. Second VicePresident. The elegantly-rebuilt and fast stea mer AR1EL,
(carrying United States Mall,)
S. G. D. DEYO, Commander,
leaves Richmond every
MONDAY, WEDNESDAY, and FRIDAY at
7 A. M. (BROAD-STREEF CAR3 CONNECT
in FULL, TIME) for above-named places,
arriving at Old Point at 4:30 P. M. and Norfolk at 5:30 P. M. Reiurning, the steamer RICHMOND AND ALLEGHANY

RATEROAD,
SCHEDULE OF TRAINS
IN EFFECT AINE IS 1866
TWO DAILY TRAINS (EXCEPT SO
DAY)
EICHMOND AND LYNCHOURS).

Through Association Night Mail: 40044100. Express 1No. 4. 1No. 3. 1No. 9 Leave 31chmo'd 10:30 A M 3:10 F M 7:00 P M Bichmord 10:30 A M 3:39 F M 7:00 F A Arrive Scottavi'e 1:35 F M 7:08 F M 11:50 F M Fundavi'e 2:03 F M 6:10 F M 12:31 F M 12:31

SUNDAY ACCOMODATION SCAVES At 8 ARRIVE RICHMOND.

ARRIVE RICHMOND.

5:10 P. M. FALL darky rexcept Sandars
9:55 A. M. ACADMMODATION darky resrept Sandary.
7:50 A. M. NICHT EAPRERS darky resrept Mondary.
7:15 P. M. SUNDAY ADMINISTRATION
CONNECTIONS.

NO. I connects at the manning state sever
folk and Western and Vinglate industry
folk and Western and Vinglate industry
folk and Western and Vinglate industry
and Onlorational for Sanning. Hardenses
and Onlorational for Sanning. Hardenses
burg. Rawley. Orkney. Windhester and at
Chitton Forge with Chesaposake and Onlorational for Sanning with Phera
houtastrain. Norfolk and Western callered.
No. 9 connects at Lynichburg with Phera
houtastrain. Norfolk and Western callered.
Stephing car attached to Night Express to
Stephing car attached to Night Express to

risonburg, Bawley, Orkney, Winsdestor, &c.
Steeping car attached to Night Express to Lynchbury.
Trains marked r daily (except Sunday).
Tickets soid to all points. Officer size cest Main street, 1000 Main, and at Romond and Alleghany depot. Fighth and Canal streets. J. R. MACM 1317.
General Passequer and Express Agent. se 18

ATLANTIC COAST LINE. A RICHMOND AND PETERSBURG RALLBOAD TIME TASHE.
Commencing MONDAY, JUNE 21, 1886, trains on this road will run as follows:
TRAINS SOUTHWARD.

No. Richmond. Petersburg 89. 47:00 A. M. 7:55 A. M. Accom'on 48. \*10:49 A.M. 11:38 A. M. Turoug 40. \*2:48 P. M. 7:20 P. M. Accom 64. \*16:30 P. M. 7:20 P. M. Accom 65. 46:30 P. M. 7:20 P. M. Accom 65. 46:30 P. M. 5:20 A. M. Schuller A. M. Sch

TRAINS NORTHWARD No. Petersburg Richmond

48. \*4:68 A. M. 5:48 A. M. \*\*
83. \*8:25 A. M. 9:20 A. M. A.
85. \*12:40 F. M. 1:30 P. M. A.
47. \*6:08 F. M. 6:60 F. M. Turk
37. \*18:25 P. M. 9:20 F. M. Surk
29. 6:18 P. M. 7:14 F. M. Surk
29. 6:18 P. M. 7:14 F. M. Surk

\*Daily. | Lully (except Sanday . NGS. 40 and 43 maze no stops. Not. 10 and 48 atop only on signal at 4 meter trains, and 8 attention. Not. 26, 27, 28, 23, 34, 35, 36, and 37 stops at section passengers.

PULLMAN-CAR SERVICE.

PULLMAN-CAR SERVICES
On Train An. 40 scepping-ears between
Washington as d Charleston on Frain as
45 sheeping-ears between the zero with as
Washington. On Trains Nos 47 with a
scepping cars between New York and Jack
sonville

FORK. ASHYR.
Richm'c...\*11:80 A. M. | Norfolk at the M. Horlin d... 46:80 F. M. | Norfolk at the M. Horlin d... 46:80 F. M. | Ashin d. 100 F. M. Norfolk ... 40:30 A. M. | Ashin d. 100 F. M. Norfolk ... 40:30 P. M. | Ashin d. 100 F. M. Norfolk ... 40:30 P. M. | Ashin d. 100 F. M. Norfolk ... 40:30 P. M. | Ashin d. 100 F. M. | Norfolk... 42-39 P. M. I stoched d. 9-32 M.
These traine also make close connection to such from Faranville. Leachburg solutions of the Norfolk and Western saftrasi.

Supermichdent of Transpiration.

T. M. I sensor Connect as empty which has Lands Connections.